

**Memorandum of Understanding**

**Harmonization of  
Special Permit Conditions for Operation of  
Turnpike Double Long Combination Vehicles  
in Western Canada**

**December 2012**

**Memorandum of Understanding Respecting the  
Harmonization of Special Permit Conditions for Operation  
of Turnpike Double Long Combination Vehicles in Western Canada**

**This Memorandum of Understanding**

ENTERED INTO this 14<sup>th</sup> day of December A.D. 2012 by and between

The Government of British Columbia herein represented by the Deputy Minister of  
Transportation and Infrastructure

and

The Government of Alberta herein represented by the Deputy Minister of Transportation

and

The Government of Saskatchewan herein represented by the Deputy Minister of Highways and  
Infrastructure

and

The Government of Manitoba herein represented by the Deputy Minister of Infrastructure and  
Transportation

**Whereas**, each province has exercised its authority to legislate the weights and dimensions of vehicles operating under special permit authorities on highways within its boundaries;

**Whereas**, there is concern about the fact that such legislation affects the efficiency of transportation, and of interprovincial transportation in particular;

**Whereas**, legislation on the weights and dimensions of vehicles operating on highways is needed to ensure the protection of the public highway system and highway safety;

**Whereas**, the provincial governments are committed to enhancing the productivity, efficiency and safety of the highway transportation system;

**Whereas** it is desirable to establish uniform standards for the weights, dimensions and operating permit rules which ensure the protection of public highway safety;

**Therefore**, the parties to this Memorandum agree to the following:

## **Article 1: Purpose**

- 1.1** The parties to the Memorandum of Understanding are intent on reducing barriers to efficient interprovincial transportation by agreeing to common standards for operation of Longer Combination Vehicle while ensuring highway safety is enhanced and the highway infrastructure is protected.

For this purpose, each jurisdiction will allow the operation of Turnpike Double Configurations which meet the requirements stipulated in Appendix A of this Memorandum to operate on the highway system designated in Appendix B herein while complying with all other applicable legislation governing issuance of special permits for such vehicles.

It is recognized that jurisdictions may continue to issue permits for other configurations of Long Combination Vehicles which operate with weights and dimensions which are different than those stipulated in this Memorandum of Understanding.

## **Article 2: Implementation**

- 2.1** The parties recognize that implementation of this Memorandum is subject to seasonal weight restrictions, as well as designated route restrictions.
- 2.2** The parties undertake to implement this Memorandum of Understanding to occur no later than January 1, 2013 on the highway system designated in Appendix B.
- 2.3** The parties recognize that Appendices A, B, C and D are an integral part of this Memorandum. In the event of any incompatibility between these Appendices and the Memorandum, it is understood that the terms of the Memorandum will prevail.
- 2.4** The parties agree to establish an LCV Policy Coordination Committee, with membership, role and responsibilities as described in Appendix D.
- 2.5** The parties agree that Appendix B can be amended and/or revised by a jurisdiction at any time.
- 2.6** The parties agree that any changes being contemplated to Appendix C will be referred to the LCV Policy Coordination Committee for review at least 30 days prior to implementation.

## **Article 3: Exceptions**

- 3.1** Exceptions to the provisions of the Memorandum, which may be required as a condition of entry by a Jurisdiction and which have been approved by all member jurisdictions will form part of this Memorandum by listing in Appendix C.
- 3.2** There shall be no exceptions taken however to the purpose of this Memorandum as set out in Article 1.

## **Appendix A**

### **Standards for Operation of Turnpike Double Configurations in Western Canada**

## Appendix A

### Standards for Operation of Turnpike Double Configurations in Western Canada

#### 1. Driver Qualifications and Training

The carrier is responsible for issuing an annual LCV Driver's Certificate. The Driver's Certificate is valid for a period of 12 months after the date of issue and must be in the possession of the driver at all times when operating an LCV.

The LCV Driver's Certificate must show the following information:

- driver's name;
- Company's name;
- issue and expiry date; and
- signature and printed name of the person issuing certificate

Prior to issuing an LCV Driver's Certificate, the carrier must ensure the driver meets the following qualifications:

- (a) Holds a valid Class 1 driver's license or equivalent with an airbrake endorsement.
- (b) Has a minimum of 24 months or 150,000 km of driving experience with articulated vehicles.
- (c) Has passed a Professional Driver Improvement Course within the past 48 months.
- (d) Has passed the Canadian Trucking Alliance's "Longer Combination Vehicles Driver Training Course".
- (e) The driver's abstract, dated not more than one month prior to the issue date of the Drivers Certificate, must show no driving-related criminal code convictions in the prior 36 months; no more than 2 moving violations in the prior 12 months; and no more than 3 moving violations in the prior 36 months. The date of conviction and the current date will be the dates used to determine time periods.
- (f) In the past 12 months the driver has reviewed all current regulations, permit conditions and issues covering the operation of LCV's.

A driver-in-training who meets the requirements of (a), (b), (e), and (f), may operate a long combination vehicle, while accompanied by a driver who holds a valid LCV Driver's Certificate.

Upon request, the company must be able to produce all documents to support the driver's qualifications.

#### 2. Instructor Qualifications

The Instructor must be certified in their home jurisdiction to instruct the CTA Longer Combination Vehicle Driver Training Course. The Instructor's LCV Driver Training Certificate must be renewed every three years. CTA or its provincial designate is responsible for certifying LCV instructors in the participating provinces.

### **3. Operational Restrictions**

Where a route falls outside the provincial transportation authority's direct jurisdiction, the company is responsible for obtaining permission from the necessary authority(s) to operate extended length combinations on the route and must comply with the conditions stipulated by the authority (some jurisdictions have designated LCV routes and operating restrictions.)

Any breakup or makeup of extended length combination units must be done off public roadways on private property or as directed by an authorized official or peace officer.

The vehicles in a combination shall be loaded and coupled together as to ensure that any such combination travelling on a level, smooth, paved surface will follow in the path of the towing vehicle without shifting, swerving, or swaying from side to side over 10 cm to each side of the path of the towing vehicle when it is moving in a straight line.

Drivers shall avoid crossing opposing lanes of traffic unless absolutely necessary.

Maximum speed shall be the lesser of 100 km/h or the posted speed limit.

### **4. Hours of Operation**

While it is desirable to allow LCV's to operate on multilane divided highways without restrictions on hours of operation, it is recognized that restrictions on hours and/or days of operation may be included in the conditions of special permits issued by provinces for LCV operations.

### **5. Adverse Weather Conditions**

- LCV's shall not cross oncoming lanes where visibility does not allow it to be done safely.
- Where there is accumulated snow on the highway or when the driving lanes are icy, LCV's shall not pass any other vehicle unless that vehicle is traveling at a speed of less than 70 km/hr.
- Where a highway becomes impassible due to icy or slippery conditions, LCV's will obey all advisories posted by the provincial or territorial agency responsible for highways within the province of travel.
- The company is required to make a reasonable effort to determine the driving conditions on the route.
- Jurisdictions may require that LCV's are not dispatched when adverse conditions are known to be present on the route, and may also require drivers encountering unexpected adverse conditions to stop at the next safe location (or as directed by an authorized official or a peace officer) and wait for the adverse conditions to abate.

## 6. Equipment Requirements

Tractor Horsepower	All tractors must feature a maximum gross weight to power ratio of no more than 160 kg per horsepower (120 kg/kW).
Tractor Air Supply	Compressors must be capable of raising the air pressure from 50 PSI to 90 PSI with the engine idling at 1,250 RPM in 2 minutes or less with the tractor alone and 4 minutes or less with the trailers hooked up and the complete air system energized
Air Reservoirs	Tractors must be equipped with at least two air reservoirs. Each reservoir must have at least 41,000 cm <sup>3</sup> (2,500 in <sup>3</sup> ) of capacity of the two tanks must have a combined capacity of 82,000 cm <sup>3</sup> (5,000 in <sup>3</sup> )
Brake Relay Valves	Compatible relay valves (such as SEALCO 3100 mini-valve or Bendix R-12-P Valve) are required to reduce the time lapse between treadle application and brake application at the rear most trailers
Hitches	The trailers of the combination shall be joined together by means of no-slack pintle hook(s), equipped with an air or hydraulic ram.  The no-slack ram is to be incorporated in either the pintle hook or the pintle hook eye of the coupling apparatus.
Mudflaps/Splashguards	The rear axle group of the power unit and all axle groups of the trailers and converters must be equipped with mudflaps or splash guards that are constructed to ensure that they remain in a rigid downward position at all times. All mud flaps or splash guards shall be mounted behind the wheels at a distance not exceeding 25.0 cm to the rear of the wheels.

**Note:** Where equipment specifications are not specifically addressed in this memorandum, it is deemed that the equipment must meet applicable federal or provincial safety standards.



## 7. Tire and Axle Weight Limits<sup>1</sup>

	<b>Limit</b>
<b>Tire loading</b>	Max 10 kg/mm
<b>Steering Axle</b>	Max 6000 kg
<b>Single Axle</b> (with dual tires)	Max 9100 kg
(with wide base single tires)	Max 7700 kg
<b>Tandem Axle:</b> Spread 1.0 m – 1.85 m (with dual tires)	Max 17,000 kg
(with wide base single tires)	Max 15,400 kg
<b>Tridem Axle:</b> Spread 2.4 m – < 3.0 m (with dual tires)	Max 21,000 kg
Spread 3.0 m – < 3.6 m (with dual tires)	Max 24,000 kg
Spread 3.6 m – 3.7 m (with dual tires)	Max 24,000 kg

## 8. Overall Length Limit Determination

The overall length limit for all Turnpike Double configurations is 41 m.

Determination of overall length excludes:

- A heavy duty bumper or moose catcher up to a maximum additional length of 0.3 metres
- An aerodynamic device on the rear of the second semitrailer provided:
  - any portion of the device more than 1.9 metres above the ground does not protrude more than 0.61 metres beyond the rear of the vehicle and
  - any portion of the device within 1.9 metres of the ground does not protrude more than 0.305 metres beyond the rear of the vehicle.

## 9. Vehicle Weights and Dimensions – General Provisions

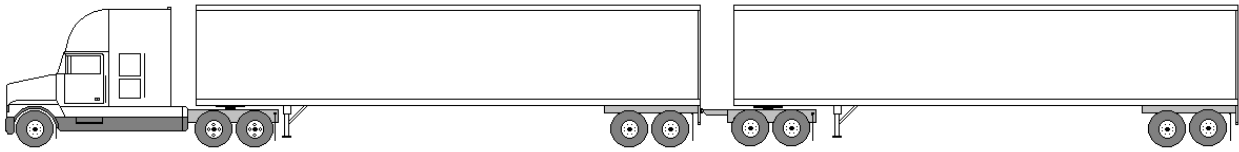
Dimensions or weights which are not specifically identified in this memorandum must comply with the applicable provincial or territorial regulations.

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<sup>1</sup> The tire and axle weight limits outlined in this memorandum may be subject to reduction during periods when seasonal load restrictions are in effect.

## 10. Dimension Controls and Gross Weight Limits

### A Train Configuration



DIMENSION		A Train
<b>Overall Length</b>		Max 41.0 m
<b>Lead Semi-trailer</b>		
Length		Min 12.2 m Max 16.2 m
Wheelbase		Min 9.5 m Max 14.0 m
Hitch Offset: Trailer length 12.2 to 13.7 m		Max 1.8 m
Trailer length > 13.7 m		Max 2.8 m
<b>Converter Dolly</b>		
Drawbar Length		Not controlled
Max No of Axles		2
<b>Second Semi-trailer or Full Trailer</b>		
Length		Min 12.2 m Max 16.2 m
Wheelbase		Min 9.5 m Max 12.5 m
WEIGHT LIMIT		
<b>Maximum Gross Vehicle Weight</b>		Max 63,500 kg

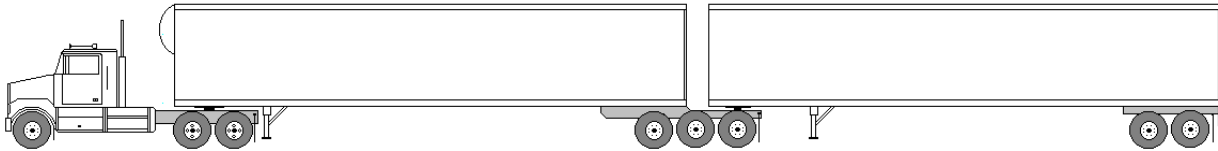
#### Notes:

- In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.
- Interaxle spacing - Tandem to Single:
  - if the interaxle spacing is equal to or greater than 3.0 m, the maximum combined axle group weight is 26,100 kg (17,000 kg + 9,100 kg)
  - if the interaxle spacing is less than 3.0 m, the maximum combined axle group weight is reduced by 500 kg for each 0.1 m shortfall in interaxle spacing
- Interaxle spacing - Tandem to Tandem:
  - When the spacing between the last axle of the tandem axle group on the lead semitrailer and the first axle on the tandem axle group on the converter dolly or full trailer is more than 3.0 m but less than 5.0 m, the maximum combined weight of the two tandem axle groups is as follows:

<b>Interaxle Spacing</b>	<b>Combined Weight Limit</b>
< 3.0 m	Max 23,000 kg
3.0 m to < 4.3 m	Max 30,000 kg
4.3 m to < 4.4 m	Max 30,500 kg
4.4 m to < 4.5 m	Max 31,000 kg
4.5 m to < 4.6 m	Max 31,500 kg
4.6 m to < 4.7 m	Max 32,000 kg
4.7 m to < 4.8 m	Max 32,500 kg
4.8 m to < 4.9 m	Max 33,000 kg
4.9 m to < 5.0 m	Max 33,500 kg
5.0 m and greater	Max 34,000 kg

- Interaxle spacing - Tridem to Single:
  - if the interaxle spacing is equal to or greater than 3.0 m, the maximum combined axle group weight is:
    - tridem spread 2.4 m to < 3.0 m: 30,100 kg (21,000 kg + 9100 kg)
    - tridem spread 3.0 m to < 3.6 m: 33,100 kg (24,000 kg + 9100 kg)
    - tridem spread 3.6 m to 3.7 m: 33,100 kg (24,000 kg + 9100 kg)
  - if the interaxle spacing is less than 3.0 m, the maximum combined axle group weight is reduced by 500 kg for each 0.1 m shortfall in interaxle spacing
- Interaxle spacing - Tridem to Tandem:
  - if the interaxle spacing is equal to or greater than 5.5 m, the maximum combined axle group weight is:
    - tridem spread 2.4 m to < 3.0 m: 38,000 kg (21,000 kg + 17,000 kg)
    - tridem spread 3.0 m to < 3.6 m: 41,000 kg (24,000 kg + 17,000 kg)
    - tridem spread 3.6 m to 3.7 m: 41,000 kg (24,000 kg + 17,000 kg)
  - if the interaxle spacing is less than 5.5 m, the maximum combined axle group weight is reduced by 500 kg for each 0.1 m shortfall in interaxle spacing
- An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 41.0 meters and the dolly is equipped with all legally required lights and equipment. If the converter dolly is not equipped with ABS brakes, the brakes may be deactivated when the dolly is towed empty.
- The second semitrailer may be equipped with a tridem axle group.

## B Train Configuration



DIMENSION	B Train
<b>Overall Length</b>	Max 41.0 m
<b>Lead Semi-trailer</b>	
Length <sup>2</sup>	Min 12.2 m Max 16.2 m
Wheelbase	Not controlled
<b>Second Semi-trailer</b>	
Length	Min 12.2 m Max 16.2 m
Wheelbase	Max 12.5 m
WEIGHT LIMIT	
<b>Maximum Gross Vehicle Weight</b>	Max 63,500 kg

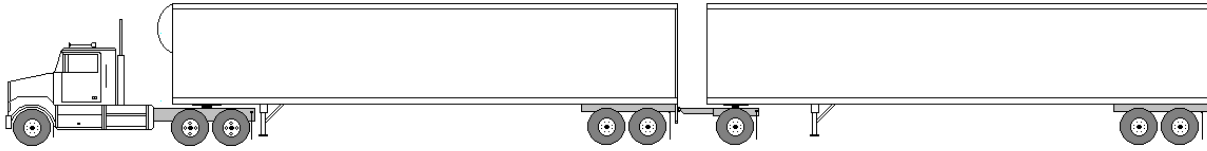
**Notes:**

- In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.
- The second semitrailer may be equipped with a tridem axle group.

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<sup>2</sup> Means the longitudinal dimension from the front to the rear of the cargo carrying section of the semitrailer, exclusive of any extension in length caused by the trailer frame at the rear on which a fifth wheel coupling is mounted

## C Train Configuration



DIMENSION	C Train
<b>Overall Length</b>	Max 41.0 m
<b>Lead Semi-trailer</b>	
Length	Min 12.2 m Max 16.2 m
Wheelbase	Min 9.5 m Max 14.0 m
Hitch Offset: Trailer length 12.2 to 13.7 m	Max 1.8 m
Trailer length > 13.7 m	Max 2.8 m
<b>Converter Dolly</b>	
Drawbar Length	Max 2.0 m
Max No of Axles	1
<b>Second Semi-trailer or Full Trailer</b>	
Length	Min 12.2 m Max 16.2 m
Wheelbase	Min 9.5 m Max 12.5 m
WEIGHT LIMIT	
<b>Maximum Gross Vehicle Weight</b>	Max 63,500 kg

**Notes:**

- In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.
- An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 41.0 meters and the dolly is equipped with all legally required lights and equipment. If the converter dolly is not equipped with ABS brakes, the brakes may be deactivated when the dolly is towed empty.
- Only “C” dollies manufactured in 1993 or later in accordance with compliance requirements to the CMVSS under the Motor Vehicle Safety Act, (Canada) will be allowed.
- The second semitrailer may be equipped with a tridem axle group.

**Memorandum of Understanding on the Weights and Dimensions of Longer Combination Vehicles**

**Definitions**

<b>Defined Word</b>	<b>Definition</b>
<b>A Dolly</b>	Means a trailer converter dolly that is towed from a single hitch located on the centre line of the towing unit
<b>A Train Double</b>	Means a combination of vehicles composed of a tractor, a semitrailer and either an A Dolly and a semitrailer or a full trailer attached to the lead semitrailer in a like manner as if an A Dolly were used
<b>Axle</b>	Means an assembly of two or more wheels whose centres are in one transverse vertical plane and which are transmitting weight to the highway
<b>Axle Spread</b>	Means the longitudinal distance between the extreme axle centres of the axle group
<b>Axle Group</b>	Any number of axles, within a single vehicle unit, that equalize loads on adjacent axles within 1000 kg
<b>Axle Weight</b>	Means the total weight transmitted to the highway by the axle or axle group
<b>B Train Double</b>	Means a combination of vehicles composed of a tractor, a semitrailer, followed by another semitrailer attached to the first semitrailer by the means of a fifth wheel mounted on the rear of the first semitrailer
<b>C Dolly</b>	Means a trailer converter dolly, with a frame rigid in the horizontal plane that is towed from two hitches located in a horizontal transverse line on the towing unit, that precludes any rotation in the horizontal plane about the hitch points, and which satisfies all requirements of the Canadian Motor Vehicle Safety Standards applicable to such devices
<b>C Train Double</b>	Means a combination of vehicles composed of a tractor, a semitrailer, followed by another semitrailer attached to the first semitrailer by the means of a C Dolly
<b>Drawbar</b>	Means a structural member of a full trailer, pony trailer or trailer converter dolly that includes a device for the purpose of coupling with a trailer hitch or fifth wheel

<b>Drawbar Length</b>	Means the longitudinal distance from the centre of the hole in the fifth wheel of a converter dolly to the centre of the hitching device on the towing vehicle
<b>Effective Overhang</b>	Means the longitudinal distance calculated from the trailer turn centre to the rearmost point including load on the trailer or semitrailer
<b>Fifth Wheel</b>	Means a coupling device that is mounted on the vehicle chassis and that consists of a skid plate, associated mounting brackets and latching mechanism that couples or connects to a kingpin located on the other vehicle or component, for the purpose of supporting or towing a semitrailer
<b>Fifth Wheel Offset</b>	Means the longitudinal distance calculated from the center of the hole for the kingpin in the fifth wheel/kingpin assembly to the center of the drive axle unit
<b>Full Trailer</b>	Means a vehicle that is designed to be towed by another vehicle and is so designed and used that the whole of its weight and load is carried on its own axles and includes a combination consisting of a semitrailer and a trailer converter dolly
<b>Gross Vehicle Weight</b>	Means the total weight transmitted to the highway by a vehicle or combination of vehicles
<b>Height</b>	Means the vertical distance from the highest point on the vehicle to the ground
<b>Hitch Offset</b>	Means the longitudinal distance from the towing vehicle turn center to the articulation point of the hitch or fifth wheel used to tow the trailing unit
<b>Interaxle Spacing</b>	Means the longitudinal distance separating two axles or axle groups calculated from the centres of the two adjacent axles
<b>Kingpin Setback</b>	Means the horizontal distance from the vertical axis through the center of the kingpin to any point on the semitrailer ahead of the kingpin including load but exclusive of any extension to the length caused by auxiliary equipment or machinery that is not designed for the transportation of goods
<b>Length (Full Trailer)</b>	Means the longitudinal dimension from the front of the drawbar of the full trailer to its rearmost point
<b>Length (Semitrailer)</b>	Means the longitudinal dimension from the front of the cargo carrying section of the semitrailer to its rear, exclusive of any extension in length caused by equipment or machinery at the front that is not designed for the transportation of goods

<b>Overall Length</b>	Means the greatest overall longitudinal dimension of a vehicle or combination of vehicles including load
<b>Semitrailer</b>	Means a vehicle that is designed to be towed by another vehicle and is so designed and used that a substantial part of its weight and load rests on or is carried by the other vehicle or a trailer converter dolly through a fifth wheel and kingpin combination
<b>Single Axle</b>	Means one or more axles whose centres are included between two parallel transverse vertical planes one metre apart
<b>Steering Axle</b>	Means the articulated lead axle or axles of a motor vehicle which govern the direction travelled by the vehicle
<b>Tandem Axle Group</b>	Means an axle group containing two consecutive axles whose centers are not less than one meter apart and are attached to the vehicle in a manner which achieves equalized loading between the axles
<b>Tractor</b>	Means a motor vehicle designed to and normally used to pull a semitrailer or a semitrailer and a full trailer or a semitrailer and a semitrailer
<b>Track Width</b>	Means the overall width of an axle across the outside edges of the tires
<b>Tractor Wheelbase</b>	Means the longitudinal distance from the center of the steering axle to the geometric center of the drive axle unit
<b>Trailer Wheelbase</b>	Means the longitudinal distance from the center of the kingpin of a semitrailer, or the centre of the turntable of a full trailer, or the centre of the hitching device on a pony trailer, to the trailer turn center
<b>Tridem Axle Group</b>	Means an axle group containing three consecutive axles whose extreme centres are not less than 2.4 metres apart, are equally spaced and are attached to the vehicle in a manner which achieves equalized loading among the three axles
<b>Turn Centre</b>	Means the geometric centre of the axle group on a semitrailer or pony trailer or the rear axle group on a truck, tractor or full trailer
<b>Wide Base Single Tire</b>	Means a tire on a carrying axle (ie. not the steering axle) which has a width of 445 mm or greater
<b>Width of Tire</b>	Means the width of the tire as customarily measured and rated by manufacturers of motor vehicles and tires



## Appendix B

### Designated Highway Systems

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#### British Columbia:

The following are the defined routes for turnpike doubles:

- **Burnaby (7867 Express Street) to Kamloops (1120 McGill Street)**

Express Street to Lake City Way, turn left onto Lake City Way, Lake City Way to Lougheed Highway (Highway 7), turn left onto Lougheed Highway, Lougheed Highway to Gaglardi Way, turn right onto Gaglardi Way, Gaglardi Way turns into Caribou Road North, Caribou Road North to Highway 1, turn right onto Highway 1, Highway 1, Highway 5, Highway 1, Highway 1 to Columbia Street, exit to the right onto Columbia Street, Columbia Street to Summit Drive, turn left onto Summit Drive, Summit Drive to McGill Street, turn left onto McGill Street.

- **Kamloops (1120 McGill Street) to Burnaby (7867 Express Street)**

McGill Street to Summit Drive, turn right onto Summit Drive, Summit Drive to Columbia Street, turn right onto Columbia Street, Columbia Street to Highway 1, exit to the right onto Highway 1, Highway 1, Highway 5, Highway 1, Highway 1 to Caribou Road North, exit to the right onto Caribou Road North, Caribou Road North turns into Gaglardi Way, Gaglardi Way to Lougheed Highway (Highway 7), turn left onto Lougheed Highway, Lougheed Highway to Lake City Way, turn right onto Lake City Way, Lake City Way to Express Street, turn right onto Express Street.

- **Junction Hwy 5 (Exit 286) and Highway 97 in Merritt to Kelowna (1100 Mayfair Road)**

From Highway 5 (Coquihalla Highway) northbound Exit 286 to Highway 97C (Okanagan Connector) eastbound heading toward Kelowna, exit Highway 97C to Highway

- **Vancouver Island Corridor**

Travel Times: 20:00 to 06:00

- **Nanaimo (850 Jackson Road) to Campbell River (1611 Coulter Road)**

Jackson Road to Maughan Road, turn right onto Maughan Road, Maughan Road turns into MacMillan Road, turn left onto MacMillan Road, continue onto Highway 19, Highway 19 to Coulter Road, turn right onto Coulter Road, turn right into 1611 Coulter Road.

- **Campbell River (1611 Coulter Road) to Nanaimo (850 Jackson Road)**

Coulter Road to Highway 19, turn left onto Highway 19, Highway 19 to MacMillan Road, exit right on to MacMillan Road, MacMillan Road turns into Maughan Road, Maughan Road to Jackson Road, turn right on to Jackson Road, turn right onto 850 Jackson Road.

#### Alberta:

The following are the defined routes for turnpike doubles:

- All multi-lane highways with four or more driving lanes
- Hwy. 1A from the Calgary City Limits east to Jct. Hwy. #1
- Hwy. 11A from Hwy. 2 east to Gaetz Avenue, Red Deer

## **Saskatchewan:**

The following are the defined routes for turnpike doubles throughout Saskatchewan. It should be noted that carriers are responsible for obtaining approval for routes within urban municipalities (ex Regina, Saskatoon, North Battleford, Lloydminster, etc)

- Hwy #1 from the Manitoba/Saskatchewan border to the Alberta/Saskatchewan border
- Hwy #11 from Regina to Rosthern
- Hwy #16 from Saskatoon to Lloydminster

## **Manitoba:**

The following are the defined routes for turnpike doubles throughout Manitoba. It should be noted that carriers are responsible for obtaining approval for routes within urban municipalities (e.g. Winnipeg, Brandon, etc)

- PTH 1 from the Manitoba-Saskatchewan border to its west junction with PTH 100;
- PTH 1 from a point 5.5 km west of its east junction with PTH 100 to Pipeline Road, 4 km west of Falcon Lake Access;
- PTH 1A The City of Portage la Prairie from the east junction of PTH 1 to the west junction of PTH 1;
- PTH 3 from its junction with PTH 100 to a point 8.4 km east of PTH 100 (PTH 100 to City of Winnipeg boundary);
- PTH 5 – PTH 1W to 5.0 km south;
- PTH 7 from a point 1.5 km south of PTH 101 to its junction with PTH 101 (City of Winnipeg boundary to PTH 101);
- PTH 12 from the north boundary of the City of Steinbach to its junction with PTH 1;
- PTH 29 from the Canada-U.S. border to its junction with PTH 75;
- PTH 59 from its junction with PTH 100 to a point 1.4 km north of PTH 100 (PTH 100 to City of Winnipeg boundary);
- PTH 59 from a point 0.3 km south of PTH 101 to its junction with PTH 101 (City of Winnipeg boundary to PTH 101);
- PTH 75 from its junction with PTH 29 to a point 4 km south of PTH 100 (PTH 29 to City of Winnipeg boundary);
- PTH 100 and PTH 101;
- PTH 110 – PTH 1W to Richmond Avenue;
- Richmond Avenue from 17<sup>th</sup> Street East to 65<sup>th</sup> Street East;
- PR 221 from its junction with PTH 101 to a point 6.7 km east of PTH 101 (PTH 101 to City of Winnipeg boundary).

## Appendix C

### Exceptions

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#### British Columbia

- Tractor power to Gross Vehicle Weight (150 kg/hp)
- Electronic log book recorder and an onboard recording device which measures speed and time are required
- Engine Retarder or Driveline Retarder is required

#### Alberta

#### Saskatchewan

- Tridem axle group weight limit: 3.0 – < 3.6 m spread (23,000 kg)
- A Train Lead Trailer minimum length is 13.7 m
- C Train Lead Trailer minimum length is 13.7 m

#### Manitoba

- Tridem axle group weight limit: 3.0 – < 3.6 m spread (23,000 kg)
- Not valid for left hand turns except at intersections identified as part of the Approved Routes or the routes listed below:
  - PTH 75 at PR 200, Emerson (This location used to be identified as PTH 29 & PTH 75)
  - PTH 1 and PTH 10 South (18th Street, Brandon)
  - PTH 1 and PTH 10 North (1st Street, Brandon)
  - PTH 1 and King Street, Virden
  - PTH 1 and PR 248, Elie
  - PTH 1 and Coverall Service Road (Husky), Headingley
  - PTH 1 and Camp Manitou Road (Flying J), Headingley

## **Appendix D**

### **LCV Policy Coordination Committee**

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The Committee will include a representative appointed from each of the participating provincial and territorial departments/ministries of transportation, and one representative from each of the provincial or territorial trucking associations within the region addressed by the MOU.

The responsibilities of the Committee will include:

1. Monitoring the progress of jurisdictions in implementing this memorandum, and any revisions to this memorandum approved by the Deputy Ministers, and report annually on that progress.
2. Develop and advance recommendations for amendments to this memorandum for consideration by the Deputy Ministers.
3. Receive and review submissions for amendments to policies or permit conditions relating to LCV operations.
4. Prepare and maintain an information guide for operation of LCV's within the western region, based on the provisions of this memorandum and provincial/territorial requirements.
5. Recommend any new cooperative studies or research needed to further develop or amend Appendix A, or to monitor the effectiveness of the implementation.